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DELOREAN WORLD

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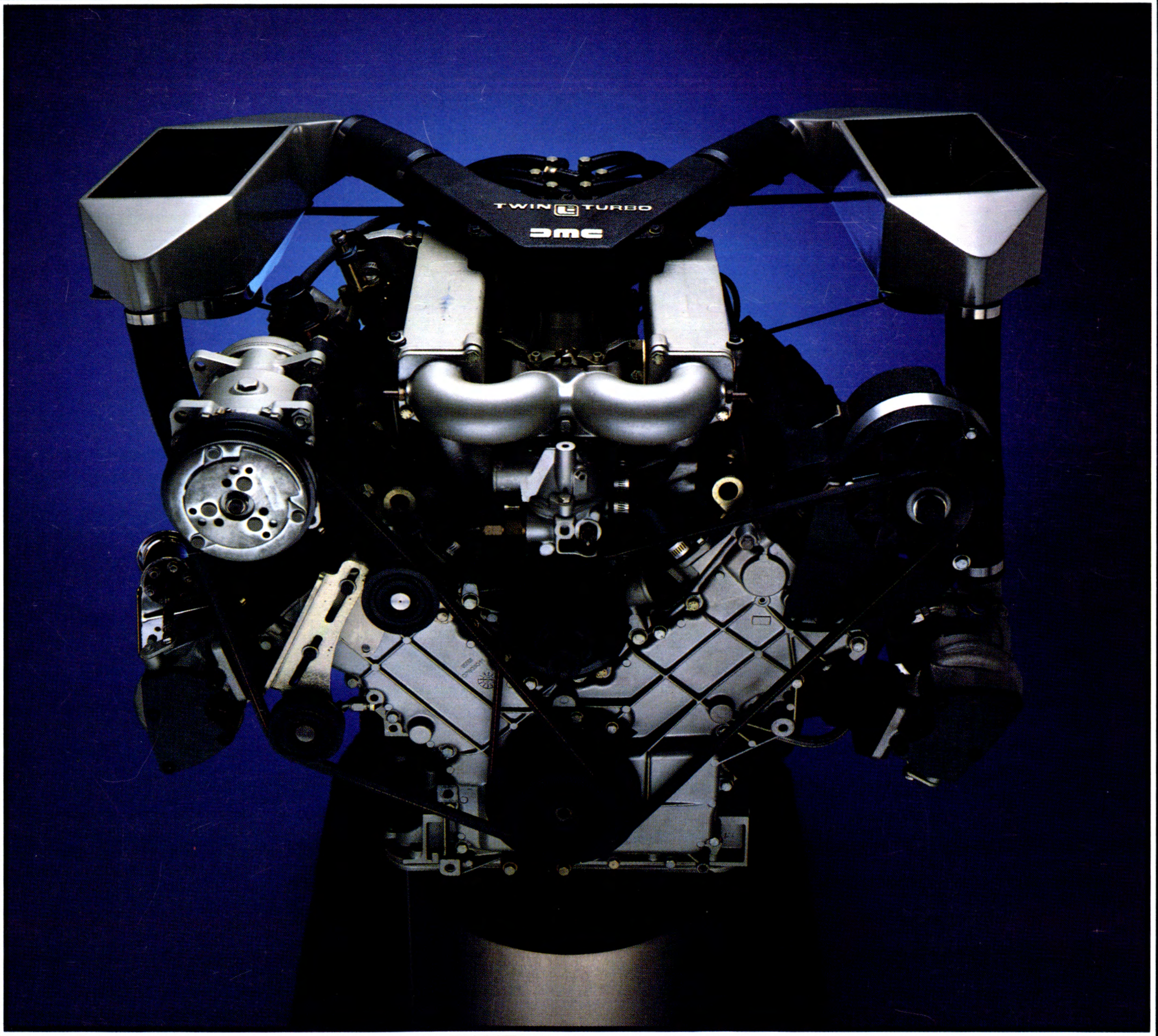
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DELOREAN WORLD™

Volume 3 Number 4 Winter 1986

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NATIONAL ACTIVITIES CALENDAR

APRIL 4, 5, 6 – LAS VEGAS WEEKEND–IMPERIAL PALACE, LAS VEGAS, NEVADA

JULY 25, 26, 27 – NATIONAL CONVENTION–HOLIDAY INN, ZION, ILLINOIS

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PRESIDENT'S MESSAGE

BY ED BERNSTEIN

1986—A Milestone Year!!

Our projections from 1984 and 1985 are right on target and we will see our membership swell to over 2000 vehicles by December 31, 1986.

Samantha Robinson, our new Activities Director has already begun to lay the groundwork with Don Legner, Area Regional Chapter #7 President, for our first annual NATIONAL CONVENTION being held this year in the Chicago area on July 25, 26, and 27. Knowing Samantha and Don as I do, we can be sure this event will be our biggest yet, drawing DeLoreans and their owners from every section of the country and producing a projected attendance of between 200 and 300 vehicles. Everybody who is anybody and owns a DeLorean Automobile will be there. Plan your vacation for the Windy City during the last part of July. I'll be driving my DeLorean from Los Angeles and who knows, I may have time to design a custom tow bar and bring along something special just for the heck of it.

With plans on the table for an orderly growth across the nation in the years to come, your Board of Directors is establishing an additional Area Regional Chapter in the Southern California area and then spin-off the present Board as the first National Board of Directors; paving the way for annual, semi-annual and quarterly meetings with a National Board of Directors featuring officers and directors from across the country and a more representative composition of the members from different regions of the country.

Movin' Around

Speaking of new officers and directors, in addition to Samantha Robinson, we have Phyllis Balderston as our new Secretary, the position so superbly filled by Janet Shipman for over two years. Ginny McKean is our new Parliamentarian, filling the shoes of Barbara Lipana who ran interference in our successful effort to obtain Federal and State tax exempt status. Geri Moreno stepped into Samantha's shoes as Products Director, while Samantha Robinson jumped from the frying pan into the fire by accepting the outstanding David Knudsons position as Activities Director.

As we announced in mid-1985, Don Steger formally accepted the Directorship as Professional Advisor replacing the every busy David Kaleel. Committee Co-chairmen Robin McNeil and Jack Balderston are continually adding to and refining data submitted to their committee and making sure we remain on track for their 1, 3 and 5 year projections for organizational growth. Watch for an article on this very important subject later in the year. Jack is also responsible for obtaining permission from various publications to reprint articles of interest to us all. Your attention is called to the January 1986 issue of Car and Driver magazine which includes the DeLorean Automobile as one of its most collectable cars of the past decade.

Fortunately for all of us, John and Joan Truscott have retained their Directorships as Membership Chairman and Treasurer respectively, while Kjell Myhre, our Technical Director, continues with the most detailed and informative maintenance procedures available assisted by this super conscientious Technical Committee. Dick Shipman has agreed to continue his ever diligent quest to reduce the net out-of-pocket expense for printing the DeLorean World magazine by being Advertising Director for another year. Our treasury balance has swelled considerably by Dick's singular efforts of increasing membership through his ads in various automotive magazines and his direct, personal contact with various advertisers. Stew McKean is a quiet person who likes music, Karate and manages our library of past issues of DeLorean World magazine. Stews efforts have generated close to $2000 income to our treasury during 1985 and he has agreed to assist us again during 1986.

Fred Solomon will be honing his relationships amongst the various Area Regional Chapter Coordinators during 1986 to expand and solidify our broad network across the country.

My personal thanks go out to Ed and Sue Reinsch, Carol Solomon, Dorothy Bradley, Crista Tjersland, MaryLou Knudson, Gil Moreno, Kay Mhyre, C.R. (Robbie) Robinson, Pat Parr and Al Ridella who have given so freely of their time and talents during 1985 and I'm sure will be there for the benefit of us all during 1986.

Last, but surely not least is Dan DePrez, Editor of DeLorean World magazine. Dan has improved our publication so greatly during the last 12 months, that one glance at the past 5 issues tells it all. Dan has informed me that his job may take him to the Orient for an extended period of time and thereby preclude him from continuing as our editor. As of this printing we do not know for sure if the job transfer is definite, but if so, we all wish him the best of luck and the greatest success in his new position.

What's Ahead

1986, a year of opportunity for all of us! Many wearing the same hats, several changing positions and those opting to assist as committee members and trouble-shooters on our behalf. A banner year for our organization. I see only bright horizons in store for those of us who have retained ownership of our DeLoreans over the past 3 to 4 years. Now is time for us to seriously think about the factory recommended periodic maintenance of our vehicles. DeLorean Automobiles are beginning their appreciation cycle and a well maintained, smooth running vehicle is the best protection to preserving the increasing value of your investment. Yes, investment. Today it is a mode of transportation, a conversation piece and sometimes a tremendous mechanical bother; but in the next few years it will emerge as one of the best investments you've made in your lifetime.

He: Good grief! What in the world are you doing here in Tasmania?

She: Well, hello! I moved here to play tennis. The courts are just mobbed in Los Angeles. What are you doing here?

He: I bought 12,000 acres of prime jungle land along the Amazon river. I'm going to develop it into a posh resort that will cater to every whim of the upper class.

She: You know, the only thing I really miss about LA is Delorean One. There's just no way I'll get that kind of service here in Tasmania.

He: Dearie, dearie. There is absolutely no need to fret. Delorean One has the most streamlined mail order and shipping service you could imagine. They have an enormous inventory of parts and accessories. Plus you can use their toll free line to ask questions and chat with them for hours.

She: Sure, but it'll take weeks to get my order.

He: No, no, no, no! Just last week I ordered a new set of tires because my old ones had those little stones in the treads? I got the tires in two days.

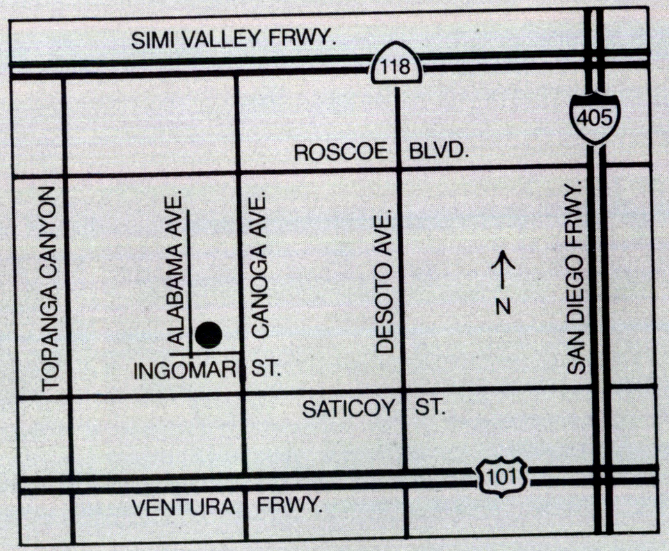
She: That's incredible! Here in Tasmania?

He: Yes, Delorean One is the very best place to order anything you need for your car. Anything.

She: It's even more incredible that you'd order new tires just because of those little stones.

He: Look, dearie. If you think that's incredible, I hate to tell you but there are no tennis courts in Tasmania. So, you moved here for nothing!

She: You're not so smart. You moved here for nothing too. The Amazon is in Brazil.



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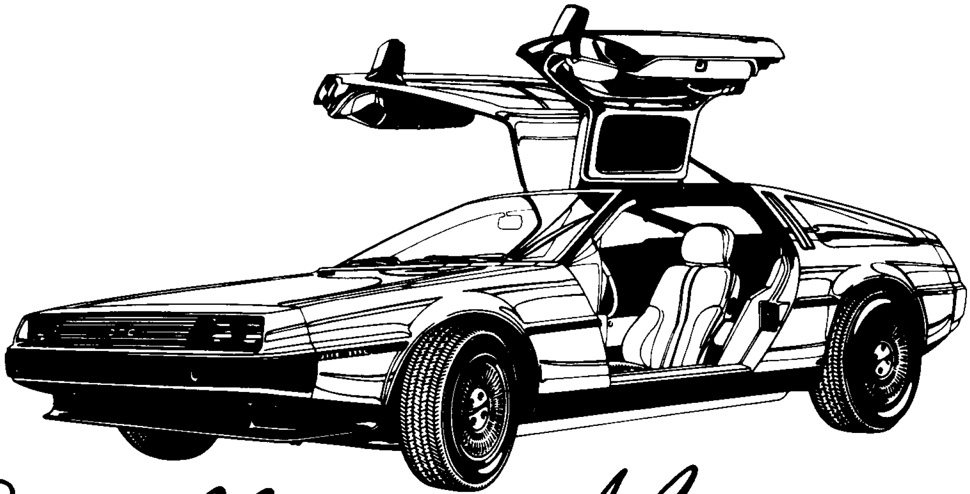

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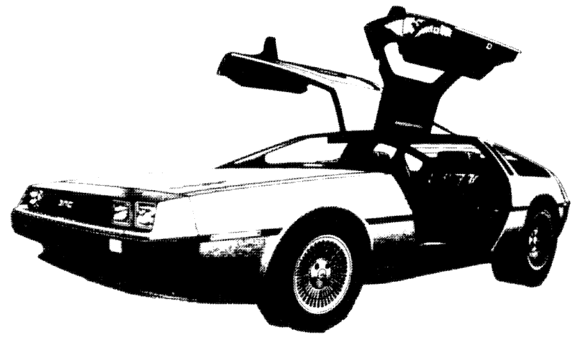

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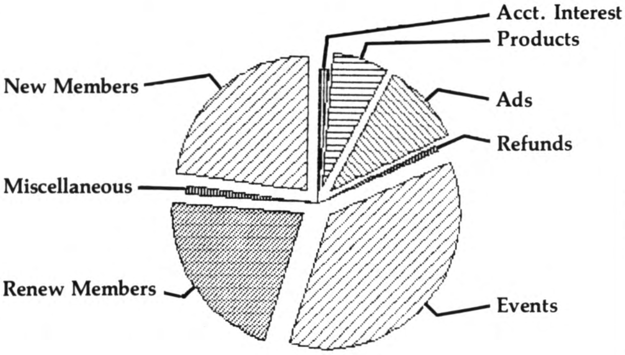
TREASURER'S REPORT

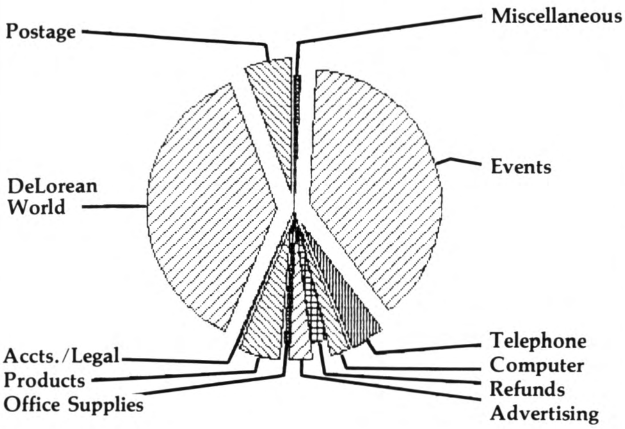
BY JOAN TRUSCOTT

DeLorean Owners Association
Income Fourth Quarter 1985



Income			
New Members	23,897.00	=	23.16%
Renew Members	21,825.00	=	21.16%
Events	37,392.00	=	36.23%
Ads	10,225.00	=	9.90%
Products	7,113.00	=	6.89%
Account Interest	1,106.00	=	1.07%
Refunds	639.00	=	0.63%
Miscellaneous	994.00	=	0.96%
TOTALS	103,191.00	=	100.00%

DeLorean Owners Association
Expense Fourth Quarter, 1985



Expense			
Postage	5,514.00	=	5.86%
Telephone	3,769.00	=	4.00%
Printing (DeLor. World.)	35,408.00	=	37.62%
Events	36,561.00	=	38.85%
Products	4,816.00	=	5.12%
Computer	2,250.00	=	2.39%
Advertising	2,590.00	=	2.75%
Office Supply	535.00	=	0.57%
Acct./Legal	225.00	=	0.24%
Refunds	1,710.00	=	1.82%
Miscellaneous	742.00	=	0.78%
TOTALS	94,120.00	=	100.00%

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Kjell Myhre, *Technical Director*
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DUES INCREASE

November 10, 1985, the Board of Directors voted to increase membership dues starting January 1, 1986. The dues will be increased $4, from $35 to $39 per year.

The need to purchase an increasing number of external services to handle the growing membership and a reduction in the amount of events were cited as two of several reasons.

Editorial Contributions should be sent to DeLorean World, 13963 Breger Avenue, Sylmar, CA 91342. Submissions are subject to review and the author should retain a copy. Photographs should be black and white printed on glossy stock, unless specifically submitted as a cover photo. The DeLorean Owners Association is not responsible for unsolicited materials, which will not be returned unless accompanied by a self-addressed, stamped envelope.

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When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost •

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	4.	PRELIMINARY SUGGESTED WARRANTY REPAIR TIMES Manual showing component codes and time for labor operations on the DeLorean. (Collectors item not up-to-date.)	$28.50
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The Santa Barbara Products Faire

BY DAVID KNUDSON, *Activities Director;* **C.R. ROBINSON**, *Association Photographer*

The weekend of September 6-8 started with rather ominous skies over Southern California. September is usually hot and windy, but downpours were forecast. As it turned out, none materialized and the weather during the entire weekend couldn't have been better.

Cars line up for television coverage. Santa Barbara Sheraton in background.

Professional Technical Director, Don Steger conducting the technical seminar.

Carol Solomon selling tickets for the fund raising raffle.

The setting for our 3rd Annual Products Faire was the historic Sheraton/Santa Barbara. Situated on Santa Barbara's picturesque bay, the hotel plays host to President Reagan's entourage whenever he's at the ranch, which incidentially, is why we ended up with this event so close (one month) to our Lake Arrowhead Conference. The President decided to take an unscheduled vacation so they shifted us to later in the month. Well, so much for the challenges of your Activities Director.

A Lot of New Friends

Friday night was an informal reception that included a first look at the product displays, a fruit and dessert spread, an open bar and a lot of conversation. Gladys and Chuck Mufley had driven out from Pennsylvania, Dave Bauerle had raced out from Radnor, Ohio, and quite a few others, including Regional Chapter Seven's Treasurer, Bill West, had flown out from other states. In fact, a large percentage of the guests were first-timers.

Product exhibitors included DMC Only, DRP, Swedish Autoservice, The Association, VIP, Bert Middleton and Dave Bauerle.

Scenic Santa Barbara Rallye

Saturday morning, starting at 9 AM, approximately 30 cars began the Schaller Rallye, which took them along the coast, up into the mansion-studded foothills, past old towne and the famous Santa Barbara Mission then back to the hotel about two hours later.

The Largest Tech Talk

At 2 PM, Kjell Myhre and Don Steger got the largest and possibly best Tech Talk underway. Unlike our past Tech Talks, which are usually attended by about half of our guests, nearly everyone came to this one.

Kjell and Don spent over two hours covering common trouble spots in the

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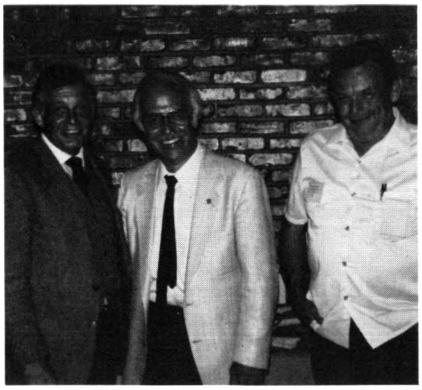
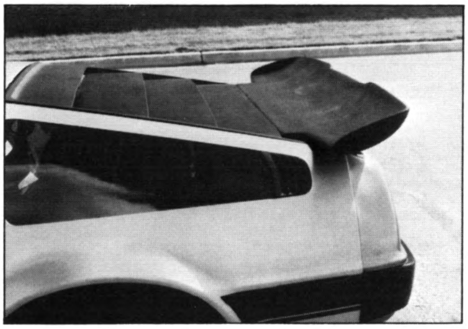


(Left to right) President, Ed Bernstein; Regional Chapter 7 Treasurer, Bill West; National Membership Director, John Truscott.

Byron Savage accepting first place place rallye trohpy. (Left to right) Byron, Elaine Wynne, David Knudson.

Evelyn Schaller is presented a plaque for preparing the scenic Santa Barbara rallye by David Knudson.

De Lorean Parts



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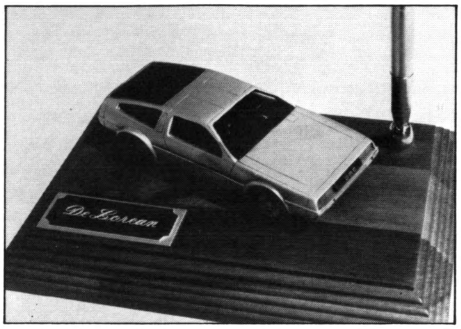

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Mountain Convention Draws Raves

BY DAVID KNUDSON, *Activities Director;* **PHOTOS BY JON SPURLIN, ROBIN McNEIL AND LARRY SENTENA**

Lake Arrowhead, CA—The 1985 National Convention was held at the UCLA Conference Center on the shores of scenic Lake Arrowhead. The mile-high lakeside resort has played host to movie greats (and-not-so-greats) for nearly 50 years.

Having owned a weekend home in the area until about 3 years ago, I was anxious to see if there had been any changes. But, as fate would have it, this would be the first event I would have to miss. So I'll give you a brief rundown on the high points as they were explained to me.

Without exception, those that attended said it was the most enjoyable event they'd attended. Unfortunately only around 60 people attended because it was just too close to the Santa Barbara Products Faire (approximately one month apart).

However, as board members disclosed, it was an excellent opportunity to really get to know people—a chance they rarely had at larger events.

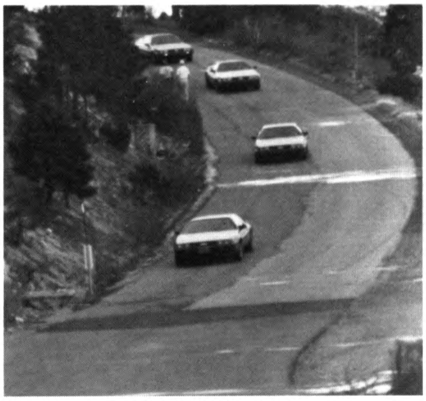
Millie Bernstein talked of the Conference Center's beautiful grounds, the lodge's handsome lobby and the fact that every room had its own fireplace.

Joan Truscott was particularly impressed with the "gourmet" meals and the scenic Spurlin Rallye.

All meals, starting with dinner Friday evening through lunch Saturday, were served beautifully by the Center.

Winners of the Spurlin Rallye were: Arnold and Rhetta Schwartz, first place; Ed and Sue Reinsch, second place; Kathrine and Randy Koch, third place.

Photo by Larry Sentena.



Members driving the Spurlin Rallye.

(From lower left) Arnold Schwartz, Rhetta Schwartz, Dan DePerez, Joan Truscott, John Truscott and Debbi Spurlin.

First Coming Event of the Year

BY SAMANTHA ROBINSON, *Activities Director*

April 4, 5, 6, we will hold the first of two National Events for 1986 at the Imperial Palace, located at the "Strip" in Las Vegas, Nevada. This weekend promises to be quite a eventful one as we are holding the majority of our activities within the Hotel complex.

For those of you who are not familiar with the Las Vegas area and the hotel, we will be in good company. The Imperial Palace is located across the street from Caesars Palace and the Frontier Hotel; and between the Sands Hotel and the Flamingo Hilton.

Because we have set aside a certain amount of rooms for this particular event, I urge you, when you receive your "Event Flier" in the mail, do not delay. Fill in the necessary information and get it back to us as quickly as possible so you will be assured of accomodations for this special weekend.

Looking forward to seeing you in April.

Chicago Here We Come

BY CONTRIBUTING EDITOR

Los Angeles—Through the years numerous members across the country have asked why we have not developed national events outside of California. Of course we have held several in Las Vegas, but Vegas is still the far West.

Our reason has been simple. It takes considerable local involvement to conduct a large national event so we were waiting for a regional chapter to mature to the point that they could do sufficient advance planning at the site.

Well, the time has come. Don Legner, Chapter #7 Regional Director, has invited us to the Chicago area and is already putting the finishing touches on what promises to be the largest national convention by far.

Circle **July 25, 26, and 27th** on your calendar now.

The convention will be held in **Zion, Illinois**, a scenic lakeside resort approximately 25 miles north of Chicago. We will by staying at the Holiday Inn overlooking Lake Michigan.

Samantha Robinson, our National Activities Director, is currently coordinating the weekend with Don Legner and states that it will include a Tech Talk, Sightseeing Rallye, dinners, cocktail parties, and several programs. Robinson and Legner are also arranging a group travel package for westerners that will fly out of Los Angeles and include transportation from Chicago to Zion.

Watch your mail invitation for further details.

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Dan Deprez

Association Director and Editor of Delorean World.

Dan Deprez took over Delorean World when it was little more than instant-printed copies of typewritten pages. Working with member Dan Hale who owns a commercial art studio, he molded the magazine into the top flight production that it is today.

Dan will be the first to admit that a lot of the magazine's success comes from those who contribute articles and technical input. He also credits Advertising Director, Dick Shipman, with convincing so many vendors to try Delorean World as a means of reaching owners. Dan points out that once a vendor inserts an ad he stays because they immediately see a sales increase.

DW: How did you happen to buy a Delorean?

Dan: Well, I got my Master's in chemistry, got out of school and stayed in the student mode. I'd gotten used to riding a bike to class so I just continued riding a bike.

The first job I got was as a computer programmer which paid very well. So, I was riding my bicycle one day and de cided to buy a car. I rode by a Delorean dealer, walked in and bought a Delorean.

DW: Was that actually your first car?

Dan: Well, I had a used Jeep for a little while and a couple of other clunkers.

DW: I'm sure everyone is wondering, with a Masters Degree in chemistry, how did you end up becoming a computer programmer?

Dan: Well, I liked programming because everything is research. In chemistry, there's research but it just doesn't pay well. On you go into an oil refinery and maintain a cog that's been working for fifty years.

Chemistry is primarily calculations and so is programming.

I convinced somebody at TRW I could do programming so they hired me. That led to other aerospace companies. Then I became a consultant. That way I have a lot more freedom to pick my projects.

DW: How did you happen to get involved with Delorean World?

Dan: I saw it as a way to stay on top of Delorean activities and to contribute to the Association. I guess it's an influential position but only in the sense that I can control the image of the magazine.

For example, I've continually tryed to upgrade and expand the technical section. Now, with Kjell's (Technical Director, Kjell Myhre) help, we've made considerable progress.

DW: When you took over Delorean World it was little more than stapled-together XEROX copies. What does it take to transform something like that into a magazine that surpasses the quality of many newsstand publications?

Dan: The real hurdle was income. In other words, it had to bring in membership.

Then, we had to find an efficient, high quality studio to produce it and get contributors. And, of course, contributors need pushing. Delorean World pays nobody anything except the art studio and printer.

Then gradually, as it came together, we increased its size and added full color. But the synchronizing of everything that goes into the magazine is quite complicated. Probably more than most people think.

DW: In addition to having one of the most important responsibilities in the Association, you're a very active member of the Board of Directors. From your viewpoint, what's your impression of the Association?

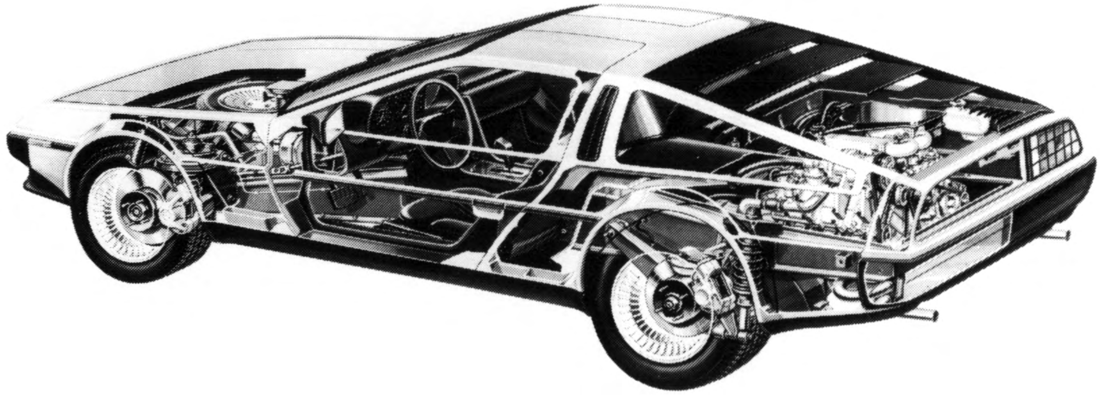
Dan: I think that one of the major achievements of the organization has been to overcome the idea that a Delorean can't be maintained at a less than prohibitive cost. As far as Delorean World is concerned, it has provided space for advertisers of service centers to get their message out to owners. And of course, if the owner wants to maintain the car himself, he has our tech articles.

From an Association management standpoint, it seems the right people have shown up when they're needed. Like the Truscotts in their membership and accounting roles. We're very fortunate to have the services of extremely qualified people who really like to do it.

Is seems the Board always sees everything in a positive light. We could have enormous problems if they were dwelt on. Instead, each problem is handled realistically then dispatched. It's probably the best part of being on the board ... seeing how people work. ✈

Elite Motors

JOHN KOCHE



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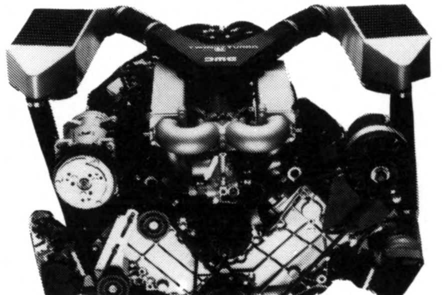

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John Z. Visits 7 Via Video in Racine

BY BILL WEST

The over 40 members and Guests that gathered at the Sheraton in Racine, Wisconsin on Sunday the 27th were treated to among other things, a half hour Documentary on the early days of the DeLorean project. Phil and Rita Harris did a Bang Up job of arranging 7's last weekend get together and the DeLoreans turned out in goodly numbers to enjoy the beautiful fall Sunday. It was good to see so many Wisconsin Owners in attendance and the logic of meeting in Wisconsin one time and Illinois the next seemed to work well. The Restaurant did an excellent job of attending to all with the friendly bar service as well as a delicious Brunch that all enjoyed. DeLoreans started arriving VERY early due to the fact that Secretary Bill Lowe forgot to "Fall Back" and his clocks were still on Day Light Savings time—Oh Well Bill—Just go to bed two hours earlier next Spring, OK?

Brunch was served as 12:30 allowing everyone to get acquainted during "cocktail" hour and to purchase tickets to 7's Merchandise Raffle. "Lucky" Jack Cornes won again, this time he even got to collect his winnings! President Don assured Jack that the Shirt "was in the mail" however. The sale of 7's DeLorean items was brisk and the Treasury thanks all who bought a Goodie or two. Remember the profits go to the Association to finance your Newsletter, soliciation of prospective members, meeting expenses, etc.

Following Brunch the PBS Documentary "Start Up", from their Enterprise Series was shown. Phil Harris had acquired this Video tape of the early trials and tribulations that John Zackery endured in the start up of DeLorean Production and since this was filmed in 1981 some of JZD's commentary then, proved to be almost prophetic in the light of how things eventually worked out. Oh well John, better luck next time. Following," Start Up" a portion of the Oprah Winfrey/John DeLorean Channel 7 Interview was shown in which our Treasurer Bill West posed a question for John and John responded, much to the chagrin of Ms. Winfrey. Even though the crowd cheered "Play it again, Sam", it was shown only once. Our fearless Photographer Bill did admit to being so awed in the presence of John Z that he messed up the settings on a automatic camera (not an easy task)! President Don and Bill both now have autographed copies of the book "DeLorean", so all was not lost!

The prospect of putting DeLorean repairs on video tape and forming a club library was discussed and this is project we all hope will see growing success. A Tech Session, chaired by members Phil Harris, Ralph Sandstrum and Marv Gunchick concluded the day with many many subjects being explored. These Tech Sessions appear to be a very popular part of 7's get togethers and we urge all to document any and all repair experiences they encounter and conquer. Sharing knowledge with each other is what is making 7 so valuable to us all. Keep it up!!!

The prospects of a National 1986 Meeting in our area is certainly a goal to work for next year. It will take team work but wouldn't it be great to have 7 host the 1st National Meet outside of California?

All in all the year has been a great success thanks to all that worked to make it happen and the prospects for '86 are bright indeed. If you are not a 7 member now—join and grow with your association!!!

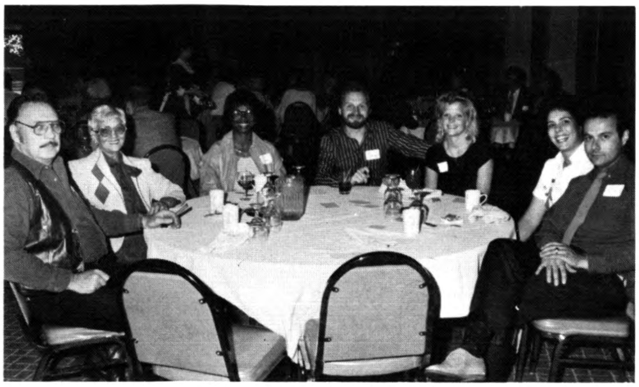
DeLorean Specialists Host 7's Members & Cars

Saturday Oct. 19th was Open House day for member Jerry Cappizzi's Antique & Classic Restoration Shop in Schaumburg, Illinois and many of 7's Ranks were in attendance. Approximately 15 DeLoreans showed up to inspect the operation,drink coffee and soft drinks and to check out a couple of "Rare Birds." On display was the 351 V-8 powered DeLorean that was built there by Auto Magician Lance McDonald and the Twin-Turboed DeLorean owned by Shop owner Jerry. The Turbo car is really a show piece for the operation as it displays almost every goodie they sell for DeLoreans. Among the items they offer are Head Light

CONTINUED ON PAGE 17

Chapter 7 President Don Legner addresses the October 27, 1985 meeting and shows the direction 7 is moving.

Last chapter 7 meet of 1985 was held at the Sheraton Hotel in Racine, Wisconsin. Over 24 DeLoreans brought close to 50 DMC lovers together for the day.



October 27, 1985—Racine, Wisconsin meet: (Left to right) Frank and Eleanor Hayden, Treve Swanson, Matt Peterson and Grace Verhoek (all members) share the cocktail hour with meeting hosts Rita and Phil Harris.

Birds of a Feather

By GERMAINE RUTKOWSKI

Area Regional Chapter 1

by Germaine Rutkowski

Among the many people who approached us at our July picnic was Earl Brown who is a member of BOOM (Bricklin Owners of Michigan) and is on the Board of Directors in charge of events. He suggsted that it might be interesting to have a combined club event.

Sunday—October 13, 1985

We awoke to a rather dismal looking sky and a wet forecast for the day. Nevertheless we decided to ge ahead with the plan for a Fall Color Tour ending at Harsen's Island. As we gathered at our meeting place, Gary Loman, President of BOOM remarked that it was "typical Bricklin weather." It seems that the weather never cooperates when there is a Bricklin Club outing. (one of the many things our clubs have in common).

By the time we were ready to leave, we had a total of 4 DeLoreans and 5 Bricklins and the sky had begun to look more promising. We took to the road, enjoying some of Michigan's spectacular displays of color. Of course we also enjoyed the reactions of the people we passed along the way. My favorite is the one where arms are raised as if to demonstrate the way the doors open.

Harsen's Island is on the St. Clair River and can only be reached by ferry. When we arrived there was only a brief wait and all nine cars were taken on to the ferry at one time for the short ride across. We rallied to the east end of the beautiful island and stopped at a lounge for a brief drink while watching the ships in the channel.

Our final destination was the Country Club on the other end of the island. We enjoyed a fine dinner and more getting acquainted. Dinner was followed by a picture-taking session. We were delighted to find that the sun decided to make a brief appearance after all. Unfortunately three of our group had to leave earlier. After the cameras stopped clicking, it was time to bid farewell to our new-found friends.

Our thanks to BOOM for inviting us. It was truly a fun day and most interesting to discover the many things we have in common as owners of "cars of extinction."

John Z. in Racine

FROM PAGE 15

Covers, Front Air Dams, Side Skirts, A Whale Tail Spoiler, Rear end Aprons and Tail Lite Covers, Striping Kits and of course the Twin Turbo setup. They have also had DeLorean springs custom made to allow lowering of the DeLorean without cutting the stock springs. Installation is also available and owners report a beautiful ride as a result of the change. Much discussion took place between Lance and DeLorean owners regarding their cars. Lance is very knowledgable and the Antique & Classic Restoration Shop looks like an excellent source of DeLorean repair, parts and service.

The Elite Rub Elbows with DeLoreans

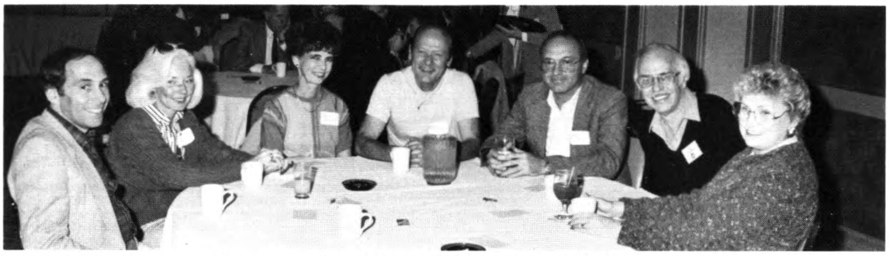
6 DeLorean Owners journeyed to Racine Wisconsin to allow the likes of Ferraris, Lamborghinis, and Porsches to hob nob with our one-of-a-kind automobile. Seriously, your newsletter editor was unable to attend Phil Harris' Inter-Auto Components Ltd. Open House on Saturday, September 28th, but those who did, reported an impressive array of fine machinery showed up. I'm looking forward to a future event at Phil's establishment and a chance to view his fine facilities and array of parts for DeLoreans and other exotic toys. Anyone in the area of 2200 Northwestern Ave., Racine, Wisconsin should stop in and see Phil's place, you'll be impressed!! Do it again next year Phil.

Our Prez Sez . . .

Remember, membership in DeLorean Owners Association is a *prerequisite* to membership in 7. They are our Parent Organization and the benefits we receive are worth far more than the $39.00 Dues. Send your application in now if not already a member—Call Bill Lowe, (312) 356-1122 for information.

Speaking of joining, have you joined Chapter Seven???? In the past, 7's Newsletter has been sent to all National Members whether they were members of 7 or not. This may not be possible in the future. 7's membership dues pay for most of the cost of printing and mailing our newsletter and the mailing may, by necessity, be reduced to Chapter 7 members only. Please join 7 and continue on our mailing list in '86.

Chapter 7 members Ralph Sandstrom and Warren Knauer inspect the twin turbo charged DeLorean of owner Jerry Capizzi at Antique and Classic Restoration. "Awesome" was their collective opinion.



October 27, 1985 meet: (Left to right) visitor Mervyn Cohen and guest, Helen Gunchick and President, Don Legner, Vice President Marv Guncheck, Treasurer Bill West and Gladys Legner.

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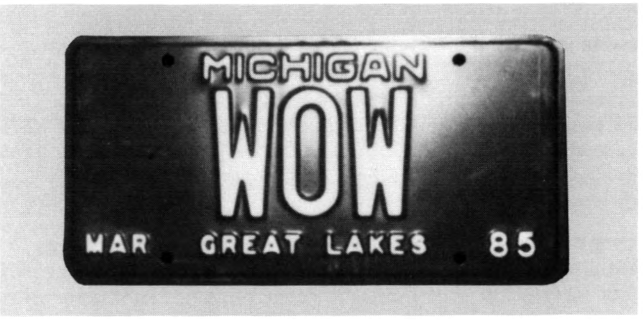

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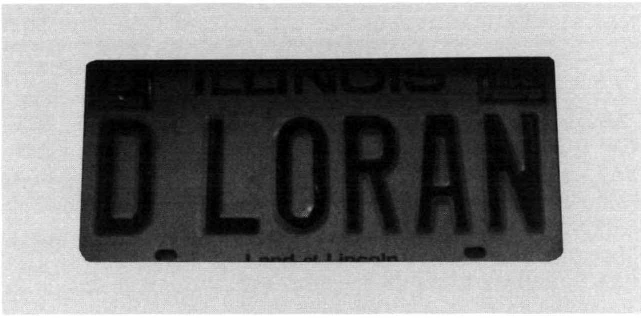
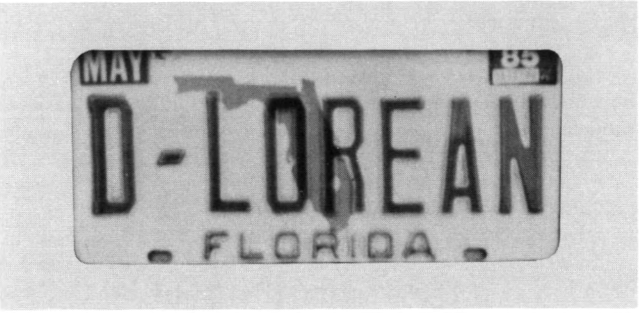
Grosse Ile, Michigan



Jerry Capizzi
Chicago, Illinois



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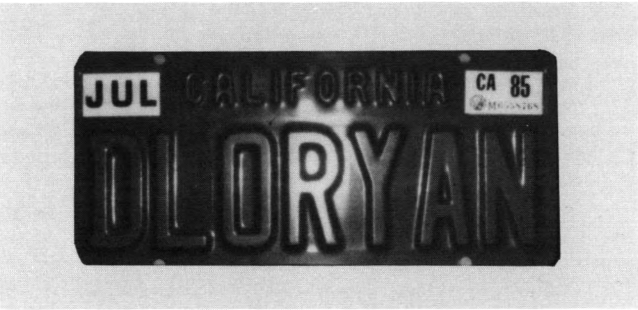

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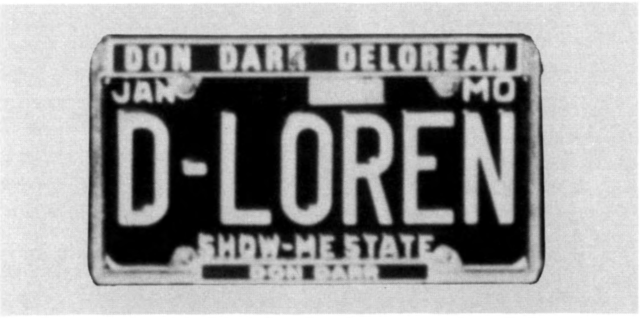
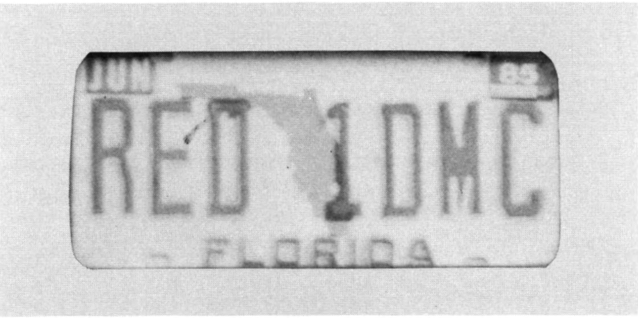


Tony Piazza
St. Louis, Missouri



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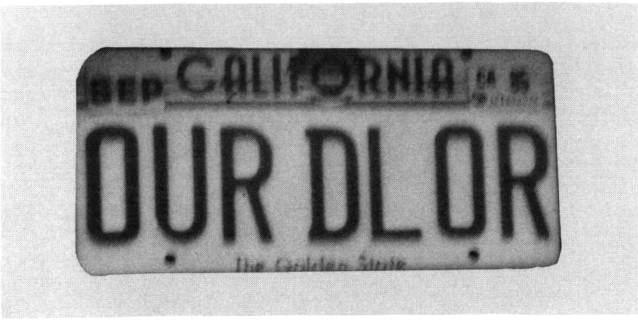

John F. Truscott
Santa Barbara, California

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Concours d'Elegance

BY CONTRIBUTING EDITOR

Not in My Dishwasher You Won't.....

"Aw, com'on."
"Absolutely not."
"What do you mean absolutely not? You just don't understand."
"I do understand, and I want you to understand right here and now that under no circumstances are you going to stick your dirty tires in my dishwasher."
"I won't want to put my tires in the dishwasher, just the wire wheels."
"Put them in your mother's dishwasher!"
"My mother doesn't have a dishwasher."
"Well throw them into her washing machine!"

So began my entrance into the world of CONCOURS d'ELEGANCE. And you know what? She didn't understand. No one understands the mind of a dyed in the wool automobile enthusiast who wants to win a $10.00 trophy with a $25,000.00 automobile. Anyway, that's what this article is all about.

For centuries, people have always wanted to have the nicest, the best, the biggest, the most expensive of anything and would go to extreme lengths just for the recognition or the personal satisfaction of attaining that goal. Concours d'Elegance is an example of that attempt to have the very best example of a specific automobile marque that can be found in the world. Individuals have spent hundreds of thousands of dollars to obtain one of the best examples of a certain automobile in the world and then spend thousands upon thousands more to improve, restore and prepare it for the Pebble Beach Concours, the creme de la creme of car shows on the west coast.

After being on the market only a short time, the DeLorean Marque is emerging as one of the unique collectable automobiles of the past decade and certainly worth maintaining in pristine condition for its potential investment value. Unfortunately, due to a few glitches inherent to automobile development, several owners have spent untold amounts of money to eliminate those nagging glitches and have simply lost heart in holding on to and maintaining the vehicle. Insurance companies have not been enthusiastic in giving the owners any incentive to retain the car as a second or third vehicle either. In addition, we can't overlook human nature and the desire to be different.

Several DeLorean owners across the country have seriously tried to improve upon the original design of Mr. Guigiaro and Mr. Chapman to his or her idea of what their personal automobile should be like, but personal touches have no place in any Concours d'Elegance competition. One does not get any additional points for over-improving a vehicle and can lose several points for scratched glass, different color paint than factory original, different tires, wiper blades and even spark plugs and batteries. When the judging gets down to a gnats eyebrow, finger prints on the window can cost you the award, not to mention scratches on screw heads that were painted when shipped from the factory in Ireland.

If you are using your DeLorean as an everyday driving vehicle, don't feel that you will never be able to compete with those individuals who have purchased their automobiles and have never driven them. Automobiles are purchased for driving. Those who purchase them with the sole intention of benefiting from their appreciation in market value do not have a firm grasp on the basics of investment practices. Unless one is well leveraged and in a market of sharply escalating prices, the holding period of most vehicles is a minimum of 10 to 15 years. *The DeLorean automobile is not different from the norm.* Just look in your local newspaper classifieds at the asking prices. Keep in mind that the original sticker price on the vehicle was about $25,000-$26,000. If you had purchased one and hermetically sealed it in a mayonnaise jar on the back porch of Funk and Wagnalls since noon the day you bought it to retain its originality, you would have lost approximately one third of its original cost to date, not to mention approximately $10,000 interest on your initial investment. Just to break even, you would have to sell that sealed car for no less than $35,000 today!! day!!

We expect the DeLorean automobile to appreciate considerably in the future, but realistically the increase in value will be slow, gradual and may take at least 3 to 4 years to begin exceeding its original selling price.

The original cost of my collectable car with the wire wheels referred to in the first paragraph of this article was $5,785 plus tax and license, when I purchased it on February 14, 1962. To date, I have refused two offers to buy it.

One offer about 5 years ago was $22,000 and a more recent offer was $25,000. When I took delivery of the vehicle it had 11 miles on the odometer. Today the car has been driven over 186,500 miles and is cleaner than the day I picked it up at the dealer. No, I am not impressed with low mileage DeLoreans.

Betcha Can't Own Just One!
Three cars owned by Dick Owens of New Hartford, New York who's looking for number four.

Everyone knows the angle drives are notorious for breaking and some who think they are being clever, are not repairing them in an effort to keep the mileage low. I can buy a new speedometer, put it away and have less than 100 miles on my odometer in 10 years. Big deal! If you don't service your DeLorean regularly at 7500 mile increments, you won't have to worry about its value in 5 years, it will begin to fall apart in 2 to 3 years and you'll have to pay someone to haul it away to the junk heap.

To prepare your DeLorean for Concours d'Elegance competition, begin simply by washing and vacuuming it. Get it as clean as possible and keep it that way by maintaining the exterior and interior on a regular weekly basis. If you have added a turbo-charging system or have painted the vehicle, you will only lose 4 or 5 points overall for modifications and can easily beat a stock DeLorean that has not been maintained as well as yours. If you don't feel comfortable in head to head competition with other DeLoreans, just enter your vehicle in the "Peoples Choice" division and let the general public walking around the show vote for the car they feel is best in that area. You might win a trophy!

Everytime you enter competition, you come away with a new idea on how to improve your automobile. I can recall my first competition and how proud I was of my car. *I didn't even get an Honorable Mention ribbon!* After 7 years of getting soundly thrashed by outstanding entries, I began to experience successes beginning with Third Place, Second Place and First Place awards and finally Best of Show. Looking back on my years of disappointments and losses I began to realize that the reason I was losing, was simply due to the fact that my car was not as good as those that beat me. In fact, I should have been thoroughly ashamed of my car in the first show I entered. Ignorance is really bliss...

One of my greatest wins was obtaining a 2nd Place award at Harrah's car show in Reno, Nevada recently. I didn't know any of the judges, directors or my competitors. The car that beat mine was so clean, that the owner wouldn't consider putting any part of it in a dishwasher because it would come out dirtier than when it went in. He didn't wipe the DUST off the engine with a cloth, he blew it off with tanks of compressed air he brought to the show for that purpose. He rolled the car out of its trailer and into the spot where it was judged. It was flawless. He drove it around the display track to pick up his trophy and back into its trailer after the show. I had driven mine 550 miles one-way to the show, washed it and entered the competition. When you lose to a car like that, you really don't feel bad. I could probably beat him next time, but it would take thousands of dollars to improve my car, hundreds of hours of labor and then it would still be a tough contest. The thing that made this 2nd place trophy so rewarding, was that this was the same show that I had entered 7 years earlier and didn't even get an honorable mention award.

If you want to maintain the value of your investment, start today by going over your car and fixing those little spots that are beginning to show signs of wear. If you have changed items on your vehicle and have not replaced them with original equipment, seek out and buy the original items and put them away for the future. An investment of a few hundres dollars today can be worth thousands to you in the future.

Remember, if you enter your DeLorean automobile in a Concours d'Elegance in the future, I'll be doing my very best to make sure that you come in SECOND TO MINE!!!!!!

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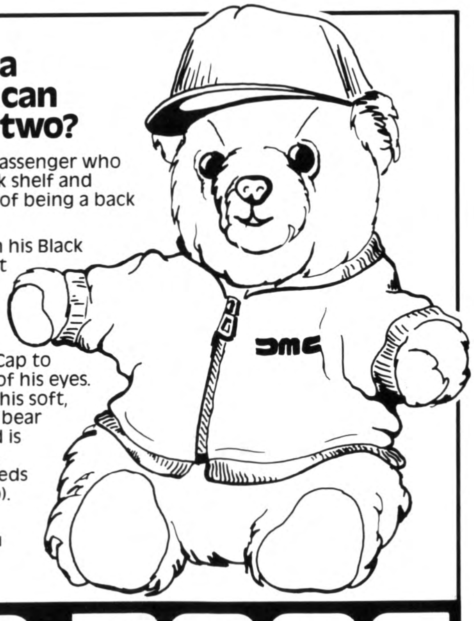

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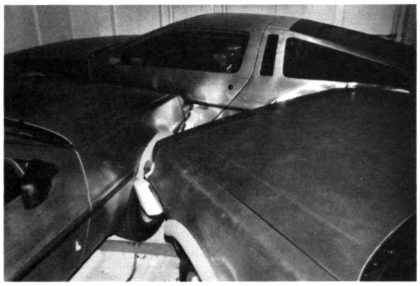
Potpourri

(CONTINUED)

BY DAN DEPREZ— PHOTOS COURTESY OF BRUCE VORHAUER

As promised in the last issue, here are a few of the many products we are preparing to meet all of your automotive needs:

False tire scuffs. Driver may pose as automobile racing enthusiast, benign parent of teenager, or very safety conscious when curbing tires. Does not affect ride!



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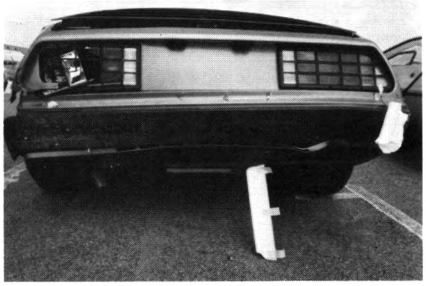
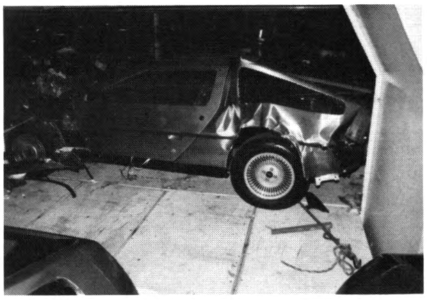
Stuck Throttle. Stimulates binding action that produces stuck throttle. A real ego-booster because it'll evoke "oohs" and "ahs" concering the driver's courage in the face of potential speed traps.

Deluxe Stuck Throttle. Same as above, but opens hole in muffler for dramatic sound effects.

Artificial Wrinkles: Show character of driver. Warps in hood suggest smile lines, dimple marks on cheeks, ... pleasant dispositions; cross mark on hood ... strength of character, creases in doors ... open-minded, curious.



Worn Trim Marks. Makes it appear automobile is scrubbed often. Suggests fanatical maintenance schedule. Bound to increase resale value.



Malfunctioning Automatic Antenna Kit. Bound to induce careful radio station selection. Helpful in tuning out unwanted noise. Excellent for quiet country drives.

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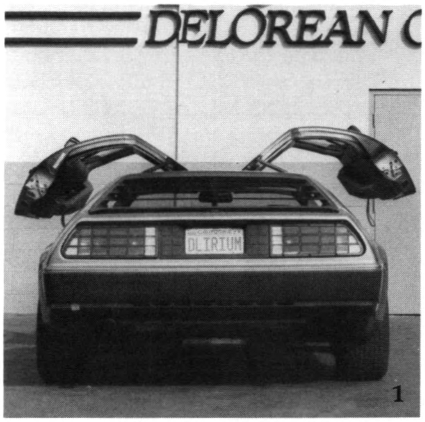
Door Torsion Bar Adjustment Procedure

By: Richard Shipman, Don Steger and John Truscott

Photographs by: KJELL MYHRE



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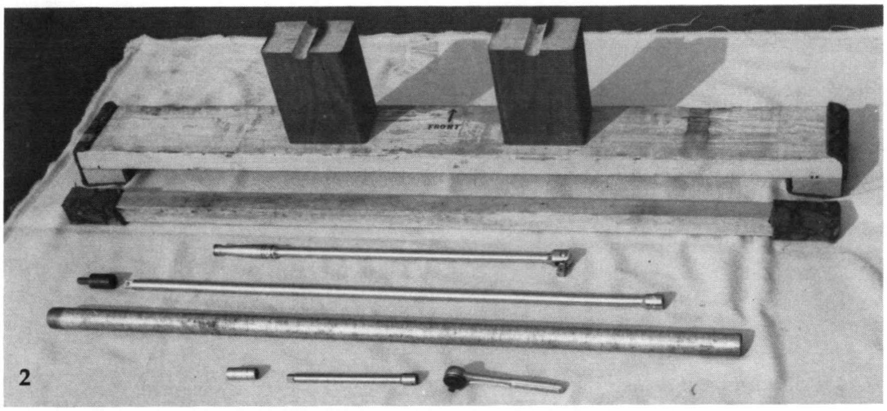
Typical doors that need adjustment. (Photo #1)

CAUTION: *THIS IS A VERY DANGEROUS PROCEDURE! THE DOOR TORSION BAR ADJUSTMENT SHOULD BE CARRIED OUT BY A PROFESSIONAL AUTOMOTIVE TECHNICIAN. DO NOT ATTEMPT THIS PROCEDURE ALONE.*

CAUTION: Technical data and information contained herein are intended to provide information based upon the limited experience of individuals under specific conditions and circumstances. They do not detail the comprehensive training, procedures, techniques and safety precuations which are absolutely necessary to properly carry on similar activity.

READ THE NOTICE AND DISCLAIMER ON THE CONTENTS PAGE OF THIS MAGAZINE. *ALWAYS* CONSULT COMPREHENSIVE REFERENCE MANUALS AND BULLETINS FOR DETAILS OF PROPER TRAINING REQUIREMENTS, PROCEDURES, TECHNIQUES AND SAFETY PRECAUTIONS *BEFORE* ATTEMPTING ANY SIMILAR ACTIVITY.



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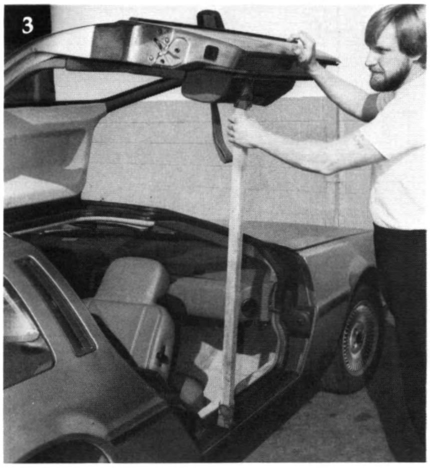
REQUIRED TOOLS:

1. Breaker bar support should be constructed in accordance with the drawing. (Fig. 1)
2. 3/8″ Allenhex socket mounted in a 1/2″ drive socket.
3. 30″ × 1/2″ extension bar.
4. 34″ × 1/2″ breaker bar.
5. 5′ length of pipe that fits over breaker bar.
6. 13mm 3/8″ drive socket.
7. 3/8″ rachet.
8. 6″ × 3/8″ extension bar.
9. Posidrive Phillips screw driver.
10. Soft lead pencil.
11. 17mm wrench.
12. Large hammer. (Small sledge hammer)



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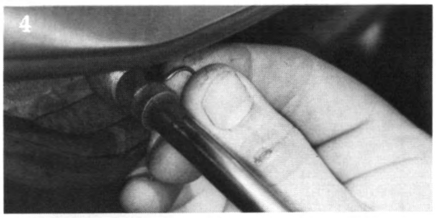

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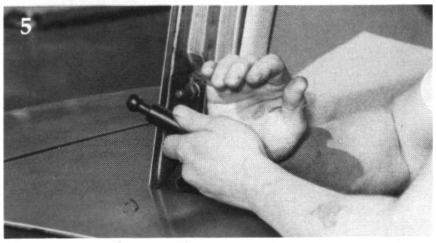

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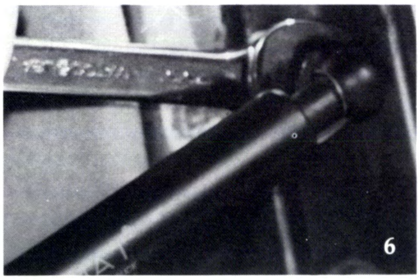
THE FOLLOWING PROCEDURE MUST BE ADHERED TO EXACTLY OR PERSONAL INJURY AND/OR DAMAGE TO THE CAR COULD RESULT. PLEASE READ AND UNDERSTAND THE INSTRUCTIONS COMPLETELY BEFORE STARTING!

The door utilizes a torsion bar which raises it and holds it in the full open position. A gas strut assists the torsion bar. TEST THE GAS STRUT AS FOLLOWS: (you must have a new gas strut available for testing purposes.)

1. Open door.
2. Weight of door must be held up with a 2″ × 2″ × 50″ board or preferably another person. (Photo #3) (Pad the ends of the board with rubber or other non-slip material.)
3. Remove the saftey clips on each end of the gas strut. (Photo #4)
4. Tap the gas strut away from the strut connector with the heel of your hand while holding it with your other hand. (Photo #5)
5. Replace gas strut. Tighten strut bracket nuts, including the front hinge, if necessary, using a 17mm wrench. (Photo #6)



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6. Place a *small* amount of high temperature (Lubra plate) grease on the strut connector before installing the gas strut. Be sure the black portion of the gas strut is on the top.
7. Replace both safety clips (Photo #4) CAUTION: *Do not* lubricate the gas strut shaft. It should only be cleaned by wiping with a dry rag. Using a lubricant will only shorten the life of the "O" ring seals.
8. Test door. If it does not open fully, the door will require adjustment. Note: If your old gas strut is OK, save it for a spare.

ADJUST AS FOLLOWS:

1. PROP DOOR OPEN with 2" × 2" × 50" board or an assistant. (Photo #3)
2. Raise louvre.
3. Remove the three unicaps (if installed) and screws holding the finishing strip just below the stainless steel "T" strip. (Photo #7)
4. Carefully remove the finishing strip. (Photo #8)
5. Using a soft lead pencil, place an alignment identification mark on each torsion bar and bracket. DO NOT, UNDER ANY CURCUMSTANCES, SCRIBE THE TORSION BAR WITH A SHARP METAL OBJECT AS IT COULD CAUSE THE BAR TO FRACTURE.
6. Place the wooden tool guide (Fig. 1) in place. (Photo #10)
7. Place a 3/8" Allen wrench into the end of the torsion bar (Photo #11) (At this point an assistant must be used). Insert the breaker bar completely into one end of the 5 foot section of pipe for added strength and leverage. Have your assistant hold the breaker bar in place by putting torque bar. COUNTER-CLOCKWISE for passenger side, and CLOCKWISE on the driver's side. (Photo #12)
8. While holding the torque firmly, remove the two 13mm bolts, (They should come out by hand by slightly adjusting the breaker bar. BE CAREFUL NOT TO CUT YOUR FINGERS ON THE EDGE OF THE "T" ROOF PANEL.)
9. If the torsion bar retainer plate is not loose at this point, take the hammer and strike the end of the breaker bar. (Photo #13) DO NOT STRIKE WITH TOO MUCH FORCE.
10. With the plate loose, pull it toward you and rotate it one spline increment, CLOCKWISE for the passenger side, and COUNTER-CLOCKWISE for the driver's side. CAUTION: DO NOT ALLOW THE TORSION BAR TO LOSE ITS TORQUE, AS THE PLATE WILL SPIN AND BREAK THE REAR WINDOW GLASS.
11. Replace the 13mm bolts, installing them by hand. (Be careful that the stainless steel does not cut you.) Your assistant will have to move the breaker bar a slight amount so that the bolts can be turned by hand. When both bolts are in, tighten with

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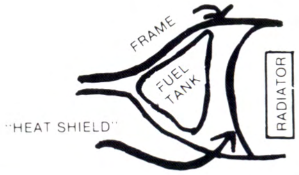

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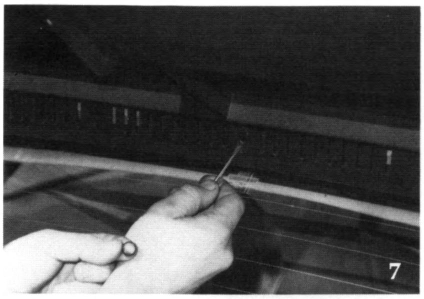

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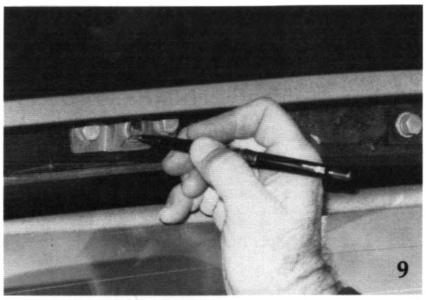

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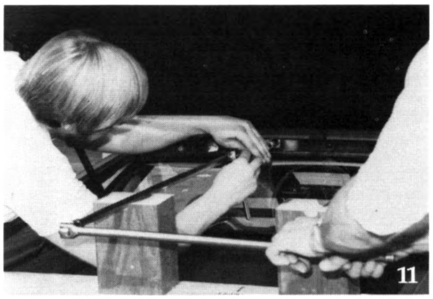

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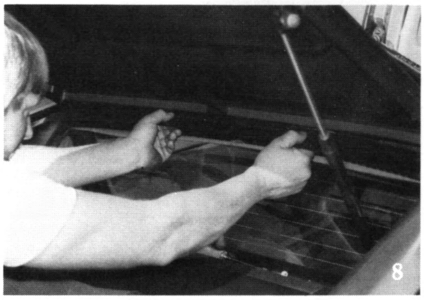

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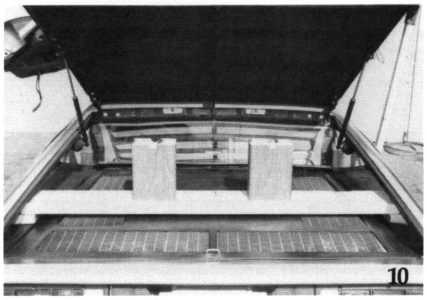

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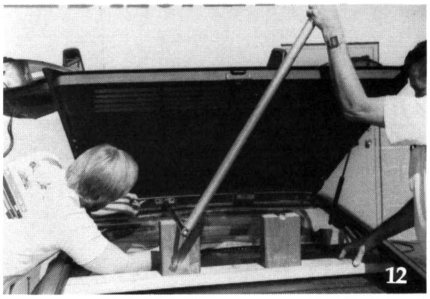

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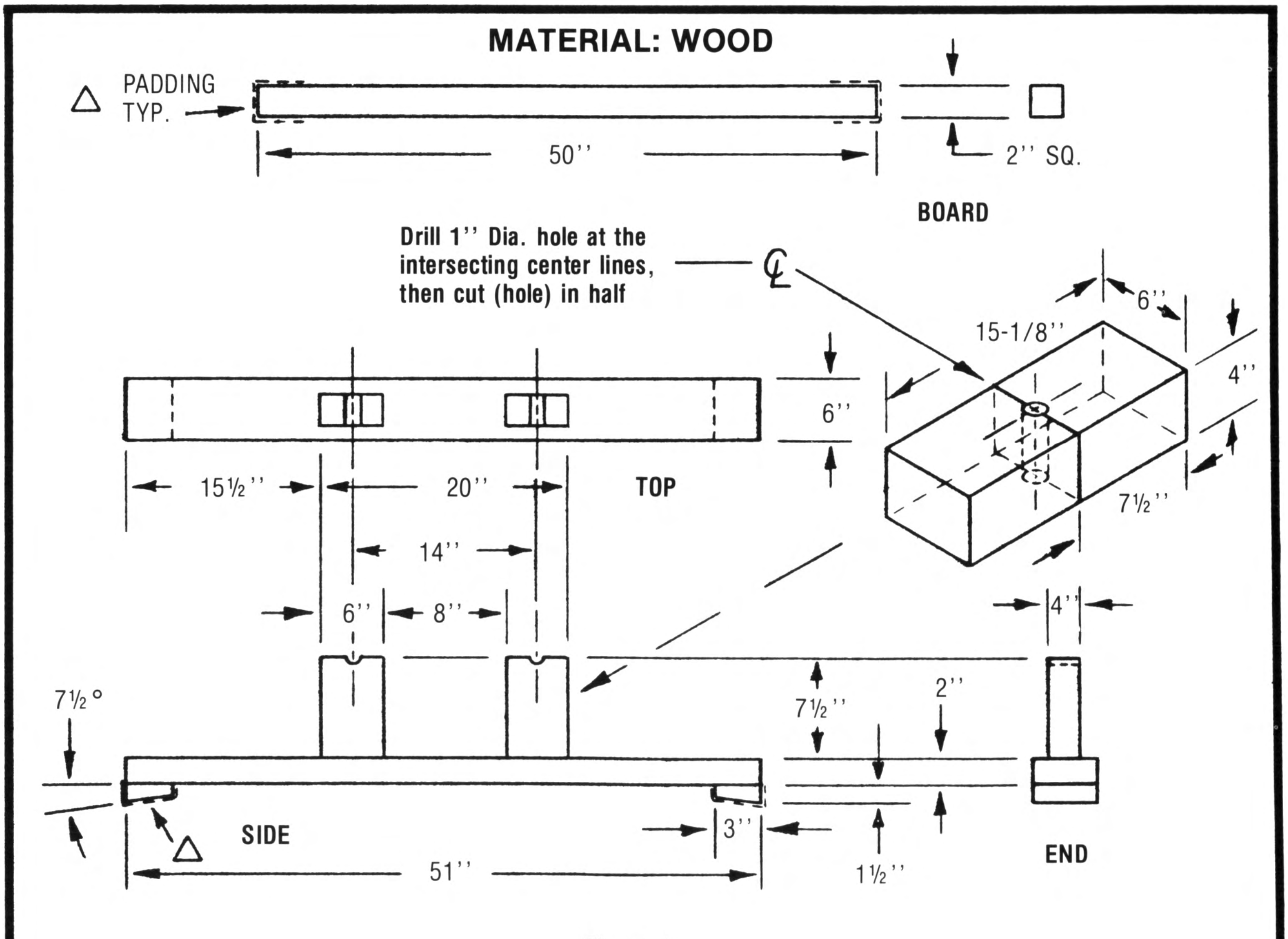
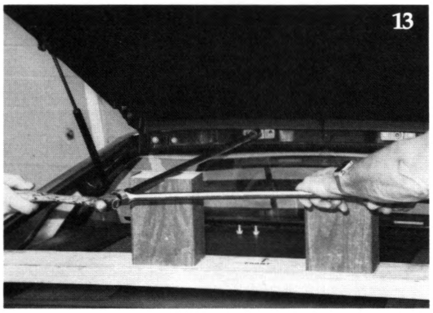

MATERIAL: WOOD
PADDING TYP.
50''
2'' SQ.
BOARD
Drill 1'' Dia. hole at the intersecting center lines, then cut (hole) in half
℄
6''
15-1/8''
4''
7½''
6''
TOP
15½''
20''
14''
6''
8''
4''
7½°
7½''
2''
SIDE
3''
51''
1½''
END

Figure 1

socket and test door. If it is still lazy, take up one more spline increment (Maximum adjustment). A partial spline adjustment may be accomplished by limited rotation within the tolerances of the two bolt holes holding the plate.

12. Replace the finishing strip, three screws, and unicaps. (Push finishing strip up so unicaps will fit.)

Your doors should look like the ones in Photo #14. In warm weather conditions (70°F and above), the doors should bounce slightly at the top. Do not over-adjust the torsion bar in temperatures below 60°F because the torsion bar is temperature sensitive. Also the gas struts are governed by Boyle's Law $\frac{PVc}{T} = \frac{P'V'}{T'}$. At a constant temperature the volume of a given quantity of any gas varies inversely as the pressure to which the gas is subjected.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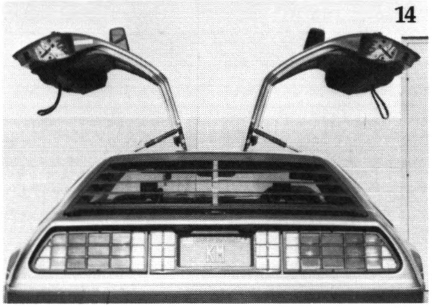
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Installation of a Manual Cooling Fan Override Switch

By: Daniel Philip Busch
Media, Pennsylvania

It is possible to add a custom override switch which will allow the cooling fans to operate manually without altering the functions of the automatic and air conditioning control modes. The installation can be accomplished without permanently altering the wiring harness. The general procedure is illustrated in the wiring diagram below.

The following items are necessary for the installation:

—Two pieces of white 12-guage wire, approximately 3 feet long.
—One in-line fuse holder with a 10 amp fuse.
—Three *fully* insulated female crimp-on electrical connectors (standard width).
—One combination male-female crimp-on connector (standard width).
—One Delorean heated rear window switch (No. 101638).

PROCEDURE

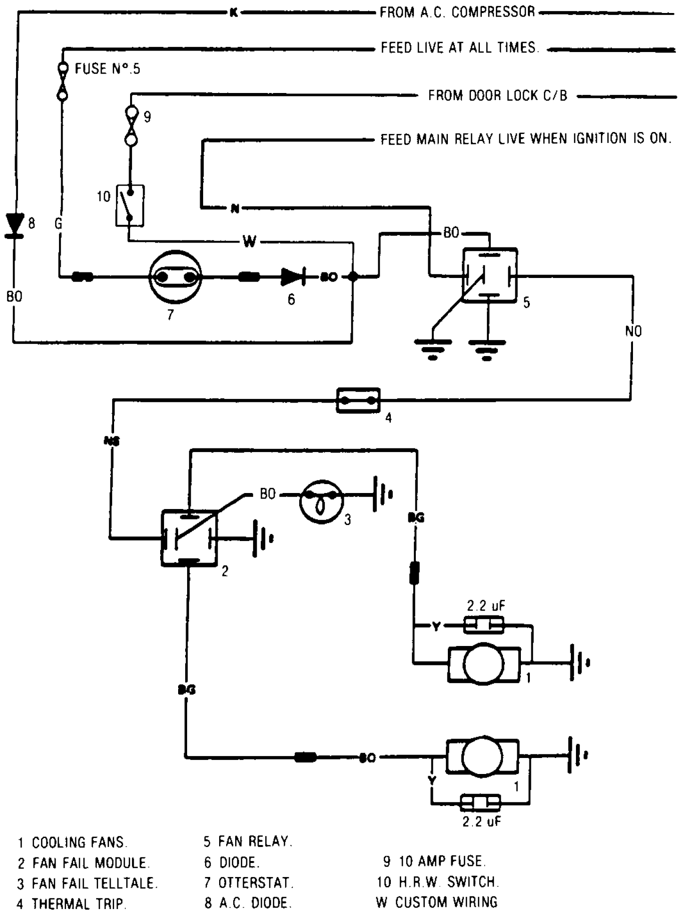
The following describes the installation procedures:

1. Disconnect the positive cable from the battery. Install the in-line fuse holder approximately three inches from the end of one of the white wires. Crimp on a female electrical connector on both ends of the same wire. Crimp on the remaining female connector and the combination male-female connector on either end of the other white wire.
2. Remove the left side dummy switch from the console. Remove the rear right hand deck board (fuse and relay cover). Remove the rear center console tray.
3. Using the wire with the in-line, fuse holder, clip the end closest to the fuse holder to one of the "spare" tabs on the negative side of the door lock circuit breaker. Run the wire under the rear bulkhead center board, along the left side of the center console through the dummy switch hole using the accesses provided by the removal of the ash and console trays, be careful not to pinch the wire at any point along the run.
4. Run the other white wire parallel to the wire previously laid. Be sure that the end with the combination male-female connector is in the fuse/relay compartment and the standard female and at the dummy switch hole.
5. Shave the raised guide rail on the side of the new heated rear window switch to allow it to be installed upside down (to prevent accidental activation with the driver's right elbow).
6. Clip the female connectors to the adapted heated rear window switch, use the outside tabs (leave the center tab bare). Snap the "fan" switch into place.
7. Remove the black/orange wire from the otterstat diode (located in the main wiring harness next to the fuse box). Clip the white wire with the combination male/female connector to the tab on the diode exposed when the black/orange wire was removed. Clip the black/orange wire to the male side of the combination male-female connector previously connected to the diode.

Take care! *The fans will operate if the switch is in the run position even when the ignition is off!*

The technical committee recommends that if overheating continues, check the (thermostat switch) otterstat switch (Item 7 on diagram) referring to DeLorean World, Volume 3, Book 2, entitled "Modifying the Fan Fail System." If the switch is OK, purge system, refer to DeLorean World, Volume 2, Book 1, entitled "Cooling System Maintenance."

COOLING FAN CIRCUIT



Elimination of Rear Axle Clunk Syndrome

By: Technical Committee
DeLorean Owners Association

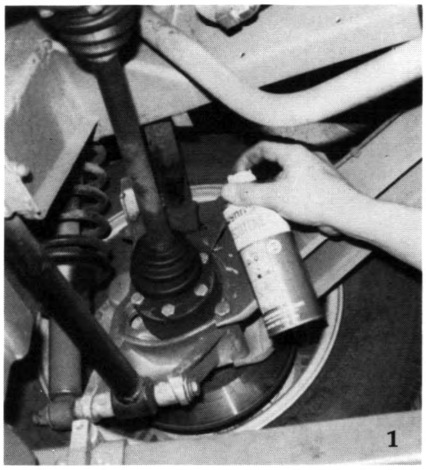
Photographs by: Kjell Myhre

DO YOU HEAR A CLUNKING NOISE WHEN YOU TURN ALTERNATELY TO THE LEFT AND THEN TO THE RIGHT, AND VICE VERSA?

Cause: The sliding motion of the outboard drive shaft inside the bearing race, located in the hub carrier, is not moving freely due to lack of lubrication.

Solution: Place car on jack stands for safety and easy access. Use a lubricant containing teflon such as Zep 45. (Lubricants such as WD-40 tend to lose lubricity in a shorter period of time, within a few weeks.) Lubricate the inside of the outboard shaft (Item 1) (Photo #1) and the outside of the outboard drive shaft. (Item 2) (Photo #2) Lubricate freely while rotating the wheel. Wipe off excess with alcohol or similar product to make sure lubricant does not contaminate the brake pads.

After test driving vehicle, making several left and right hand turns, the lubrication procedures may need to be repeated. Repeat this lubrication procedure every 7,500 miles.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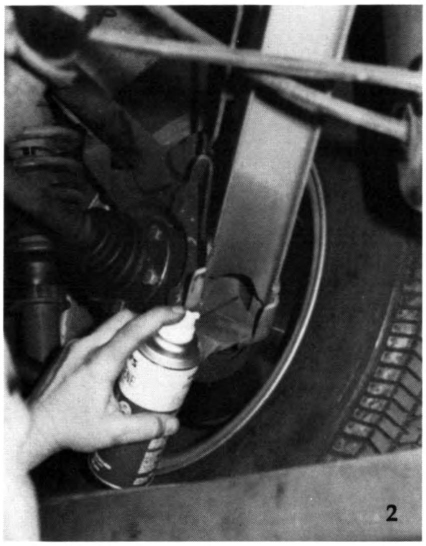
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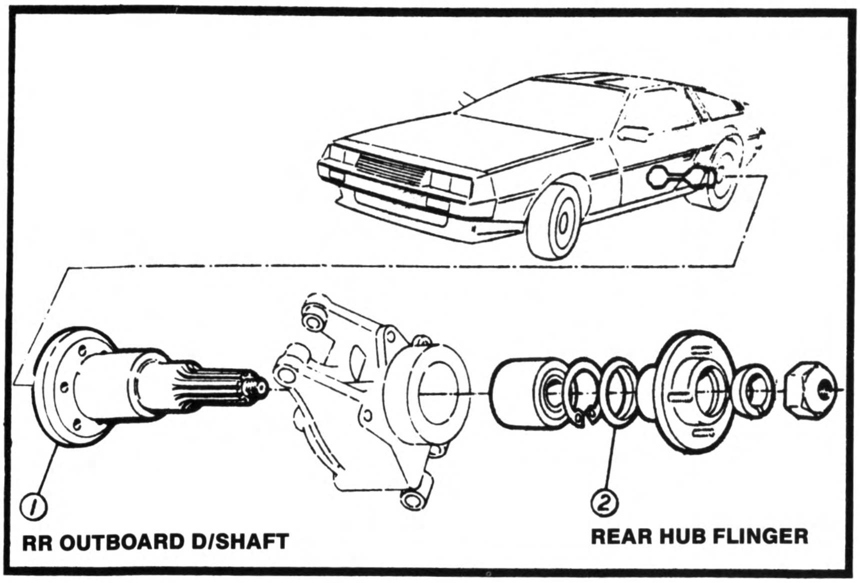

Don't Do To Yours, What He Did To His!

By Paul H. Sher

Two DeLoreans were purchased within one year of each other. One is owned by a person with very little common sense, the other one is owned by me.

My friend started having some problems after a few months which could have been minor but which he seemed bent on turning into a major fiasco. His experiences are as follows: One cold snowy day my friend drove home after work and parked in his driveway as usual. It snowed that night and the heat from the engine melted the snow on the louvres which quickly turned to ice in the cold night air. The next morning he went to start his car and the engine would not respond to the throttle. To see what was the problem, my friend went to the rear of his car and pulled up on the louvres to expose the engine. The ice that had formed the night before had sealed the louvre's shut. The smart thing to do would be to scrape away the ice or get a good hair dryer and melt it. My friends solution was to give a good healthy yank on the louvres! The result, one set of broken louvres. After opening the engine compartment, he noticed the throttle linkage had frozen due to the same laws of physics that had "done in" his louvres. It was too much for him, so he took one of his other cars to work that day. After consulting the dealer, he got a throttle linkage cover plate and that problem was solved.

The winter season passed, with his car minus one set of louvres. Soon, an overheating problem started. He wasn't sure what to do. He kept adding water yet the water level kept going down. He asked me for suggestions, at which point I told him to go to my service center. The local dealership was less than useless as, since Johns failure, they seemed to have a personal vendetta against DeLorean. My service center, however, is a "fix it right the first time" operation and they love the car! My friend, has another friend, who claims to be an automobile mechanic. Although he earns a living that way, it is beyond me how people can bring their cars to this "butcher." This guy has a bad reputation within our local sports car owners community, so I told my friend to steer clear of him. My friend, being a lawyer, and the "butcher," being one of his clients, decided not to take my advice. After getting the car back with a new thermostat my friend was happy as a clam for about two days, at which time the car started overheating again. Again my advice and again back to the "butcher." This time he came home with a new aluminum water tank and figured this was the end of the problem. Two days later guess what? Again back to the "butcher." This is when the fun really began. The "butcher" said the switches which controlled the cooling fans were bad, so instead of replacing the thermostatically controlled switches, he cut a hole in the console and installed a "toggle" switch. He told my friend to keep an eye on the temperature gauge and to flip the switch when it got up to about 200 degrees. After gasping in disbelief at the switch and the story, I asked what would happen if he were staring at a pretty lady walking by, instead of watching the temperature gauge? No reply. After a few weeks the overheating problem returned even with the "Rube Goldberg" switch setup. Back to the "butcher." At this point I figured he got what he deserved. This time the "butcher" told him he must have a cracked block and that he had checked around and almost all DeLoreans with over 15,000 miles were on their second engine. My friend believed him and, still refusing to go to my service center, he put the car up on blocks in his garage where it remains today.

There is no doubt in my mind that his block is not cracked although his head (the one on his neck) probably is. If he would have done the smart thing first, his car would still be on the road, he would have saved his console and a lot of money, and he would not have had to go out and buy a used Mercedes Benz which incidently he bought from, you guessed it, the "butcher." I know that a perfectly good DeLorean is wasting away in my friends garage and that, with a little professional care, could be back on the road right now.

It's very easy to maintain the DeLorean provided you're not afraid to get some "hands on" experience, and

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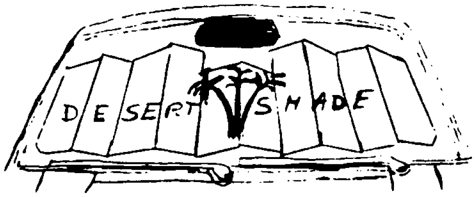

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provided your willing to listen to other DeLorean owners who have had successful experiences. This is one of the reasons why our organization is so valuable to us all. My DeLorean still runs like a champ. It is, by far the best sports car I've ever owned and I've owned a whole bunch of 'em. My DeLorean is not the only car I own, but I was thinking of something interesting the other day. I have bought, driven, and sold three new cars while owning my DeLorean. I had just picked up the third new car and while driving it home from the dealership, I realized something. Although I love my other car, too, one thing remains very clear. When I'm driving my DeLorean I always feel like I'm driving a brand new car. The DeLorean is ageless. The design still never looks outdated, will always turn heads, and will remain state-of-the-art until they invent a car that runs by nuclear fission. We should drive our cars with pride. We took the gamble and won.

I hope this article has been of some value to you. In the future, I plan on writing additional articles for DeLorean World, some of which may be a bit controversial. I do, however, welcome any questions or opposing viewpoints.

EDITOR'S NOTE: *You're totally right Paul, it is not necessary to damage the dash for the installation of an auxiliary cool fan switch. See article by Daniel Philip Busch in this issue.*

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Armrest Extension Protection—1981 Model
Door Lock Setting Procedure
Frame Dimensions
Interchange Parts:
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- Brake Pads
- Fuel Pump
- Oil Pressure Switch
- Intertia Switch
- Flashers
- Fuel Filter
- Air Filter

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Installation of a Manual Cooling Fan Override Switch

Products Faire

FROM PAGE 9

Dave Bauerle drives out from Ohio for the faire.

Chuck and Gladys Muffley drive out from Pennsylvania.

cars and answering questions from the audience. They finally had to shut it down so the hotel could set the room up for the upcoming cocktail party and dinner.

Of particular interest to regional chapters, Kjell videotaped the entire Tech Talk and the Association will make the tape available for regional meetings.

Evening Festivities

At six o'clock sharp the cocktail party got underway then dinner at seven. Everyone was treated to champagne and an exceptional prime rib dinner (or at least mine was).

The evening program began around eight with President Ed Bernstein's opening comments, then the fund-raising raffle. Fred and Carol Solomon were substituting for Ed and Sue Reinsch, who usually handle the raffle but were out of the country. Items like a portable television, headlight covers donated by DMC Only, a silver ingot donated by DRP, and many more, helped make this part of the program the highlight of the evening.

Savage Wins Big

Next came the rallye trophies. First, a plaque was presented to John and Evelyn Schaller for mapping our the rallye. Then, three names were selected at random from a bowl that contained the names of only about eight cars who had completed the rallye correctly. Member Bryon Savage won the first place silver platter.

The evening drew to a close with Ed Bernstein's closing comments.

After the program, guests had a last look at the products and were on their way to a late night dip in the pool, a moonlight stroll on the beach or window shopping downtown.

Sunday morning dawned crisp and clear and found clusters of DeLorean owners enjoying breakfast at an assortment of Santa Barbara's excellent restaurants. My favorite has always been Moby Dick's out on the end of the pier.

Although I had hoped for a higher attendance, I think 82 people had a very good time in Santa Barbara. I'm sure we'll return to this exceptional location again.

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